Amendments to the Specification:

Please replace Paragraph [0038] with the following rewritten paragraph:

[0038} Referring now also to Fig. 2, the first bipolar plate 16' of the first fuel cell of the stack has a floating voltage, which may, for example, be 10 V in a typical application. The size of this floating voltage is related to the flow of liquid coolant through the stack and the electrical conductivity of the coolant. It should be noted that all voltages mentioned herein are given purely by way of example and are not to be interpreted as in any way restricting the scope of the invention or claims. The floating voltage is applied to one input 18 of a DC/DC converter 20 via a lead 22. The other input 24 of the DC/DC converter is connected via a lead 26, a contactor 28 and a lead 30 to the last bipolar plate 16' of the fuel cell stack. In the embodiment shown, this last bipolar plate 16' carries a voltage of -175 V. For the sake of simplicity only the first and last bipolar plates 16' of the fuel cell stack 10 are shown in Fig. 2. The positions of the other fuel cells are symbolized by the lines representing the associated coolant passages 17. The potential difference applied to the DC/DC converter 20 in this case is therefore 185 V. The DC/DC converter 20 is designed to provide an output voltage of 200 V on the two output leads 32 and 34 and this output voltage is applied to a power inverter module 36, which supplies power to an electric motor 38 for driving the compressor which supplies compressed air to the fuel cell stack (not shown, but well known per se). The power inverter module 36 is also connected to further AC motors used to drive the vehicle wheels. The power inverter module 36 and the motor 38 as well as other electrical devices connected thereto are all grounded as illustrated schematically by the box 40 and the ground connection 42A. A housing 44A schematically surrounding the fuel cell stack 12 is also connected to ~~earth~~

ground at 42B and is also connected via the lead 46 to the earthed housing 40 for the power inverter module 36.

Please replace paragraph [0039] with the following amended paragraph:

[0039] As shown in the schematic diagram of Fig. ~~1~~ 2, each of the bipolar plates associated with a fuel cell has a cooling passage 17 within it and the cooling passages 17 of all the fuel cells of the stack 12 are connected at one side of the stack to a distributor manifold 52 which receives liquid coolant from a stack inlet 54 and are connected at the other side of the stack to a collection manifold 56 which directs coolant flowing through the bipolar plates 16 to a stack outlet 58. The stack outlet 58 is connected via a flexible hose 60 to an inlet 62 of a radiator 64 with, in this embodiment, two cooling fans 66 and 68. The liquid coolant flowing through the matrix of the radiator 64 is cooled by heat exchange with cool air passing through the matrix of the radiator 64 by the action of the two fans 66 and 68. The liquid coolant emerging from the outlet 70 of the radiator is then directed via a flexible hose 72 to the inlet 74 of a pump 76 which feeds the liquid coolant via an outlet 78 and a further flexible hose 80 to the stack inlet 54. In the drawing of Fig. 2, 42C represents a connection of the metallic body of the pump 76 to the chassis ground and 42D represents a connection of the metallic matrix of the radiator to the chassis ground. In addition, in the embodiment of Fig. ~~1~~ 2, the inlet stub 84 forming the inlet 54 to the fuel cell stack 10 is grounded at 42E. Similarly, the metallic outlet stub 86 forming the stack outlet 58 is also grounded at 42F.